

AIRPARK DEVELOPMENT CHECKLIST - Draft 6/30/98

PURPOSE: The purpose of this checklist is to list requirements for the design and construction of facilities in the Scottsdale airpark, adjacent to an airpark taxilane or the Scottsdale Airport. For assistance or questions regarding this checklist, please contact Kevin Shirer, Airpark Specialist at 994-7609.

ALL AIRPARK CONSTRUCTION

FAA REVIEW OF PROPOSED OBSTRUCTIONS: FAA FORM 7460-1.

1. To comply with Federal law and the airport height zoning ordinance, a "**Notice of Proposed Construction or Alteration**" (**FAA Form 7460-1**) shall be submitted to the FAA Regional Office in Los Angeles, for both the proposed structure and any temporary construction equipment (cranes) if meeting the submittal criteria listed below.
2. Form 7460-1 submittal is required if the proposed structure or crane will exceed the height of an imaginary surface with a slope of 100:1 emanating from the nearest point of the runway, extending 20,000 linear feet, including any changes in elevation between the site and the airport.
3. Form 7460-1 shall be submitted at least 30 days prior to the earlier of either the application for a construction permit, or the start of construction.
4. FAA forms are available from the FAA Regional Office, FAA Flight Standards District Office or the airport. For further information see Scottsdale City Code Appendix A, "Airport Zoning", and FAA Advisory Circular 70/7460-2J - "Proposed construction or alteration of objects that may affect navigable airspace."

MARKING AND NOTICE OF CRANES

1. At least 24 hours prior to erecting a crane meeting the 7460-1 form submittal criteria listed above, the owner shall provide prior notice to the airport so that a Notice to Airmen (NOTAM) can be issued.
2. Notice shall include crane location, maximum height above ground, dates and times of use, if properly marked/lighted, contact name and telephone number.
3. During daylight hours cranes shall be marked at the highest point with a 3' x 3' orange/white checkered flag. It is recommended that cranes be lowered at night. For nighttime lighting requirements and further information see FAA Advisory Circular 70/7460-1J - "Obstruction marking and lighting."

LIGHTING

1. All exterior building and parking lot site lighting shall illuminate downward and be shielded to prevent glare to pilots or air traffic controllers.
2. The owner shall be required to make adjustments, install shielding or replace fixtures if glare problems are discovered after lights are installed and operating.
3. All exterior lighting plans and fixture specifications shall be submitted to the airport for approval prior to installation.

AIRPORT SECURITY, FENCING AND AIRPORT ACCESS

1. At no time during construction shall the airport perimeter fence be dismantled or soil at the base of the fence be excavated without written permission of the airport.
2. If agreed to in writing by the airport, the airport security fence may be dismantled and temporary fencing erected only in approved locations and at no cost to the airport.
3. A secure airport perimeter shall be maintained at all times either through secure fencing or dedicated security personnel.
4. Any access through the airport to the adjacent property shall be agreed to in writing by and meet the specifications determined by the airport.
5. All properties directly adjacent to the airport in areas which experience jet blast or aircraft noise, as determined by the airport, shall install a 6 foot high concrete masonry unit wall on the abutting airport property line.
6. For properties where a wall is required or will be constructed adjacent to the airport perimeter, the owner shall construct a CMU wall at least 6 foot above grade of the property adjacent to the airport, properly install mounting brackets and three-strand barbed wire on top of the wall, joined to and similar to that installed around the airport and meeting airport approval. The property owner shall remove the airport fence in accordance with written approval and at no cost to the airport.
7. Other than building walls exceeding 15 feet above grade, no objects such as transformers or switch cabinets, trash enclosures, light standards, retaining or landscape walls exceeding airport grade, covered parking structures, storage sheds or any other structure shall be permitted within 10 feet of the airport perimeter fence.
8. Any difference in grade greater than 1 foot between the airport and adjacent property will require installation of a CMU retaining wall adjacent to the airport property. The property owner shall, with written airport approval, relocate or adjust the height of the airport perimeter fence to maintain at least a 6 foot height above the highest grade adjacent to the fence.

LANDSCAPING ADJACENT TO THE AIRPORT

Trees shall not be placed within 20 feet of the airport property line so that future growth will not occur over the airport fence.

CONSTRUCTION ABUTTING A TAXILANE, OR THE AIRPORT WITH AIRCRAFT ACCESS.

TAXILANE SAFETY EASEMENT (TSE)

1. The Taxilane Safety Easement (TSE) is a 100' wide area, centered on the airpark taxilane and follows the taxilane radii. The TSE shall be maintained at all times including construction, free of obstacles hazardous to aircraft and in a smooth weight-bearing condition able to allow aircraft to pass through without causing damage.
2. The TSE shall be free of any fixed obstacles and drop offs exceeding three inches
3. Non-paved surfaces in the TSE shall be lower than the taxilane edge and have a slope between 1.5 to 5 percent.
4. The paved portion of the TSE connecting the taxilane with the aircraft staging area and intended for aircraft movement shall not be considered part of the aircraft staging area, and shall meet all FAA specifications for pavement design, materials, construction and marking, and shall not exceed a 2 percent slope.

5. Any lighting or pavement markings on staging areas or other areas within the TSE intended for aircraft movement shall be maintained and operated by the property owner in accordance with FAA standards.
6. A "hold short" line meeting FAA standards for indicating entry into a controlled area (one solid and one dashed line) painted on the edge of the staging area and warning signage acceptable to the airport director stating "Authorized Access Only" shall be installed at the TSE boundary.
7. For privately owned property in the TSE, underground structures may be permitted on a case by case basis in the TSE providing the structure is permanent in nature and is not expected to require excavation, removal, and annual or more frequent maintenance.

TAXILANE SAFETY EASEMENT BARRIER

1. A vehicle barrier shall be present between vehicle parking/landscaped areas and the TSE to prevent unauthorized vehicle access to the taxilanes.
2. Building walls, decorative walls, boulders, retention areas, bollards and cables/chains, or other substantial architectural barriers acting as a TSE barrier must meet airport approval.
3. Landscaped areas with curbs must have additional enhancements to restrict access.

LANDSCAPING IN OR ADJACENT TO TAXILANE EASEMENTS

1. No trees shall be placed in, or within 15 feet, of a TSE to prevent future encroachment.
2. No plants of any kind shall be placed in the TSE. However, if required to maximize efficient use of the site, limited landscape may be permitted on a case by case basis and subject to the criteria listed below.
3. Ground cover may be permitted providing it is of a type which will not exceed 12 inches in height when mature, is located at least 20 feet from the edge of the taxilane, and does not normally require trimming or shed debris.
4. Rock or gravel in the TSE shall be between 1 ½ inches to 2 ½ inches in diameter to minimize hazards from aircraft jet blast or helicopter rotor wash and no deeper than 3 inches in thickness.
5. No above-grade curbing or borders shall be permitted adjacent to driveway, aprons or other areas in the TSE.

STORMWATER RETENTION

1. Stormwater retention is prohibited the TSE. However, if required to maximize efficient use of the site limited retention may be permitted on private property in the TSE on a case by case basis. Underground retention in the TSE is allowed if covered with an aircraft weight bearing surface and meeting all other criteria for the TSE.
2. Surface stormwater retention may be permitted in the TSE if the grade slopes away from the taxilane and does not exceed 5 percent, and the lowest part of the retention area is located at least 20 feet from the taxilane edge.
3. Stormwater retention areas outside of but adjacent to the TSE and lower than 1 foot below the grade of the TSE shall have a barrier wall between two to three feet in height at the edge of the TSE to prevent accidental vehicle entry into the retention area.

GATED ACCESS

1. Vehicle access may be provided between vehicle parking areas and the aircraft staging area, providing an access gate is present which shall be closed at all times when not in active use.
2. Vehicle access gates shall be self-closing and electrically or hydraulically operated with minimal manual operation or locking requirements.
3. All vehicle access points shall display an airport approved sign advising of gate closure requirements and restricted access to the taxilane.

STAGING AREA

1. Aircraft staging areas shall be larger or equal in size to the largest aircraft hangar on the same property servicing said staging area.
2. The staging area shall be contiguous to the aircraft hangar and be bordered on one side by the primary aircraft hangar door.
3. The staging area shall meet FAA standards for pavement design, materials, construction and marking and shall not exceed a 2 percent slope between the hangar and the taxilane edge.
4. Aircraft staging areas shall be sloped, bermed or drained in such a manner so that all stormwater is retained on the property and any fuel spills on the staging area will not enter the taxilane.

HANGAR DOORS

1. Primary aircraft hangar doors shall be contiguous to the aircraft staging area to allow aircraft to travel between the staging area and hangar without having to traverse the TSE.
2. One secondary aircraft hangar door, not located contiguous to the staging area, may be permitted on a case by case basis only if the primary hangar door is contiguous to the staging area and the staging area meets all other criteria listed herein.

CONSTRUCTION BARRICADES AND DEBRIS

1. Barricades shall be installed at the edge of the TSE during all phases of the building construction to prevent vehicle access onto the taxilanes.
2. All loose debris shall be prevented from entering the TSE, and the owner shall immediately remove any mud, dirt, rock debris or other material allowed to enter the TSE.